Frank G. Carpenter Tours Southern Holland--The Curious Dutch Boatmen; Rotterdam, Gateway to the Rhine.





ON THE ZUID BERELAND CANAL.

It is only a question of time when the United States will do the same, and when shall have ship canals joining some of the principal parts of our country.

I came from Antwerp to Rotterdam by boat to learn something about the canals of the Dutch, and since then I have visited

their waterways in the north. Holland is

the canal land of the world. House is it has more interior waterways than any region except the Yang-tse-Kiang Valley about Shanghai, Hangchow and Soochow. It is, all told, only about as big as Mas-sachusetts, but if you could stretch its navigable waterways out in one straight line they would carry you from New York to San Francisco and almost back to Chicago before you got to the end of them. There are in all about 2,000 miles of ca-

nals-enough to reach from New York to Denver-and also 3,000 miles of other waterrays, including little rivers and the mouths I the Scheldt and Rhine, and also the Zuy-er Zee and other places where the north-

ern ocean runs into the land ern ocean runs into the land.

Indeed, there is so much water here that
one of the most important duties of the
Government is the taking care of it. The Government has a department known as The Waterstaat, and the Queen has in her Cabinet a Minister of Water-

ways.
This department has some of the best of

civil engineers.
It has men who devote themselves to etudying how to keep the North Sea from rushing in and drowning out the country, for almost one-half of Holland is below the ocean, so that in some places the fishes outside swim high above the level of the

DIKE TO BE BUILT

ACROSS ZUYDER ZEE. It has men who are engaged in planning and building ship cannis, such as the mighty waterways which connect Amsterdam with the ocean, and it has others who are scheming how to build a great dike across the Zuyder Zee to redeem as much land as a good-sized Texas county, which, when edeemed, will be worth hundreds of dol-

lars an acre.

This undertaking is for a time in shey-

ance, but there is no doubt that it will eventually be carried out.

The Dutch have done much of such reclamation in the past. About fifty years ago they lifted a billion tons of water out of the region near Haarlem, and made seventy square miles of good farming land. It cost them more than a million and a half dollars, but the land was worth it. In another place they have redeemed 41,-000 acres at a cost of about \$4,000,000, and

as soon as the work was done a foreign syndicate offered them \$2,000,000 for the property as a whole.

The Government refused this offer, and

eventually got several hundred thousand dollars more than it cost it to make the As to the Zuyder Zee scheme, this is a

bigger one than any that has yet been un-dertaken. It is estimated that it will cost over \$75,000,000, but it will result in the rec-lamation of a vast tract of land. The work will take thirty-three years.

The work will take thirty-three years, and the taxes on the land recovered will then bring in \$4,000,000 a year to the Government, making the matter a good long-time investment.

At present the Government is afraid of

At present the Government is atraid of it, and although all the plans have been completed no work has been actually done. Have you eyer heard of Zeeland? It is the southeastern province of Holland, con-sisting of nine islands lying in the mouths of the Scheldt and the Maas, formed by the

of the sult brought down by these rivers.

The most of the province is below sea level, being protected against the ocean by mighty dikes. It was through the province that I came from Antwerp to Rotterdam on the little steamboat Telegraf III. KROONLAND WITH CARGO

OF AMERICAN GOODS.

As I rode down the Scheldt I passed the Kroonland of our own American line moving up with a cargo from New York for Antwerp, and a little later on came in intwerp, and a little later on came in We stopped for a time at Dordrecht, which, in the Middle Ages, was one of the Near the Dutch boundary the river is richest of all the Dutch cities.

walled with stone held between piles. We | It had palaces at that time, and its buildwalled with stone need between piles. We rode high above the rest of the country, and could see the roofs of the harns and houses even with the top of the dikes. On the opposite side the trees showed out like bushes over the wall, which extended on and

We passed the great forts that guard this entrance to Europe, and went on through at flat country on the edge of the sea. At times we could see the fields beyond the walls with the cattle feeding upon Long lines of trees marked out the

th's woods coming to Dunsinane. We soon left the Scheldt and passing through locks came into the canal of South Beyeland. This is one of the largest canals of Southern Holland. It is wide and high banked, and so straight

that the tugs and barges which fill it grow smaller and smaller and finally block the canal in the distance. The locks are old-fashioned. They are

moved by hand by quaint old Dutchmen in caps, roundabouts and fat pantaloons. At every lock Dutch girls brought out fruit and knickknacks to sell to the passengers. They were pretty girls and I liked their quaint costumes.

black stockings. Several had on bright vests and two had horns of sold over each of their eyes, the horns twisted around in the shape of a miniature old-fashioned hed

spring.
Three others had gold or silver heimets
fitted tight to their heads, showing out
through their lace caps. They laughed as
we dealt with them, but invariably got the best of the bargain.

HORSE POWER, MAN POWER AND STEAM.

Most of the craft of this canal is carried along by tugs, although some barges are pulled by men and women and others by

plied to these canals, although this matter is seriously considered by the Duteb. for tying the boats, and we now and then

passed boats at anchor.

Leaving the South Beveland canal we entered the Oester Scheldt, a sort of branch of the sea, and then went on between the islands of Duiveland and Trolen into the Mans canal.

The waters of the Ooster Scheldt are wide | Huron. and spotted with islands. We passed many sailing craft and now and then went by a

tug towing great barges.

With the glass we could see schools of black seals on the sand flats, and farther back hundreds of Holstein cattle lying out in the sun. We entered the Hollandische Diep

then the canals and mouths of the Maas, now going by villages on the banks, and now seeing the second stories of other vil-lage houses which were apparently looking over the dikes and watching us go by. The Dutch canals are almost as thickly populated as the waterways of China, Ev

ery barge we passed had its family upon it, an evidence of the thousands of Dutch families which live and die upon boats. Bables are born upon them, and many have no other nomes.

We frequently saw children trotting up and down the roofs of the barges within six inches of drowning, and now and then

a little one tied with a rope to the mast.
On many of the boats the women were cooking; on some they were hanging out the washing, and on one a little butch girl held up her doll baby and laughed as we

Every village along the canal has its own boats tied to the lanks, and the larger towns were cut up by canals so that boats from the main canals could be taken into them by means of locks.

ings now are medieval and quaint to an ex-treme. Just below the city there is a lum-On | her yard at which barges of American lum-

Dubbledam, an evidence that the lumber men of Holland can compete in profunity with our men at hom

ROCKS WERE IMPORTED

In many places along these canals there were dredges at work, and here and there perintending the building of new embank-

The canale are almost avanables willed with stones the size of your two fists, and as I looked at them the enormous work that it must have taken to make "on

miles of such cannis came to me.

There are no stones in Holland. Every pebble has to be brought in from other

pebble has to be brought in from other countries, and every one of those stones was laid by hand. Each one took a part of a man's life to put it in its place, so that in reality the lives of generations have been swallowed up by these canal banks. You have all heard of the windmills of Holland? They are to be seen everywhere. Along some of the canals there are hundreds of them. They spot the farms, and you see them on the stage of the towns.

dreds of them. They spot the farms, and you see them on the edge of the towns, where they grind flour, saw lumber and do all sorts of things.

They give a great charm to the landscape. They look so allive that I don't wender, that Don Quixote took one for a giant and wanted to fight him.

These hills are all old, and it must have cost many millions of dollars to build them. Their day, however, is past, and but few new ones are building. These was the same than the cost many millions of dollars to build them. Their day, however, is past, and but few new ones are building. These costs in the cost of t

few new ones are building. The gas engine and the steam engine have taken their places and we may yet have a Holland without windmills.

Holland has made its ship canals pay well. Amsterdam has the North Sea Canal, which is about lifteen miles long, running are sea the country.

which is about lifteen miles long, running neross the country from Amsterdam to the

Ocean.

It is thirty feet deep and has two enormous locks which protect it from the North Sea at high tide.

I took a ride along it a week ago and inspected the breakwaters at its entrance. The work is well done, but the locks do not compare with those of the Sault Ste. Marie between Lake Superior and Lake

The canal cost about \$15,000,000, of which claimed land, which brought an average price of almost \$500 an acre

OCEAN SHIPS NOW EXTER ROTTERDAM HARBOR.

This town of Rotterdam is a city of canals and caralized rivers. The Maas has been so dredged that it now permits the largest of ocean ships to come into Rotter-dam, and the connections with the Rhine and other parts of Europe, are such that this city has become one of the chief ports of the continent.

of the continent.
It is one of our principal gateways for Northern Europe, surpassing Antwerp in its importations of American products.
Antwerp, as far as the figures go, has the same terms of the tonnage to the contract of the contract tonnage. greater tonnage, but much of its tonnage is made up of ships, which merely touch there,, while that of Rotterdam is composed

there, while that of Rotterdam is composed of ships, which take on and discharge cargo. Rotterdam has about half as much shipping as Hamburg, and about one-third that of Liverpool or London.

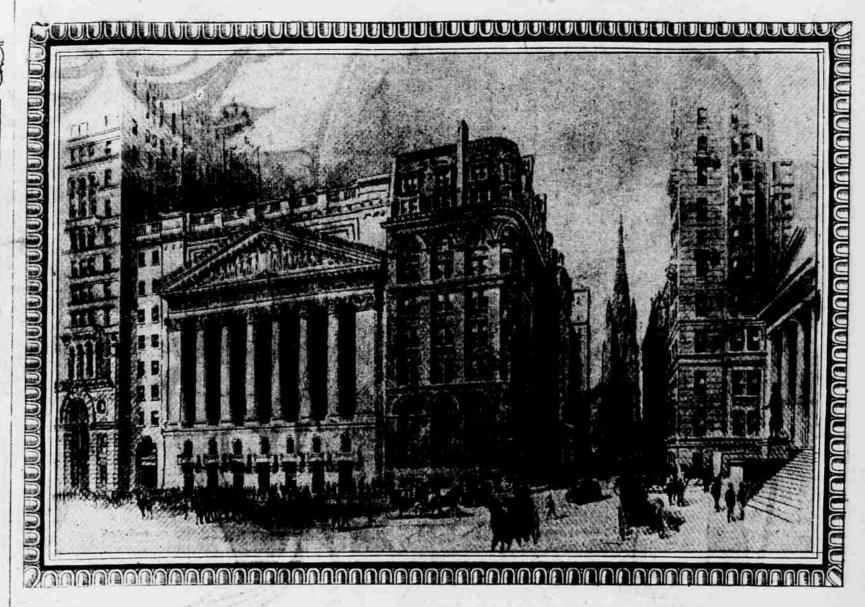
The shipping is steadily increasing, and it now comprises lines to all parts of the world. In 1999, there were about 600 ships from the United States.

This is not one-tenth of the whole number that came have but they cargo almost

ber that came here, but they carried almost one-third of the cargo of that year. The chief of these ships are those of the Hol-land-American line, which go from Rotterdoing so since 1900. These ships are first-

*Canal System Abroad: How Europe Is Deepening Its Rivers WALL STREET'S NEW MARBLE STOCK EXCHANGE.

Standing on Old Site and a Part of Adjoining Property the New Structure Has Unsurpassed Facilities for Transaction of Heaviest Business in World's Finance.



THE NEW YORK STOCK EXCHANGE, SOON TO BE OPENED F OR BUSINESS.

New York boasts another monument.

The new Stock Exchange, soon to be spened for business, is an imposing marble structure, striking in architectural effect and a monument to the prosperity of the

isurpassed facilities for doing the world's

The celling is a mass of ornamentation in bold relief, blazing with gold. The effect is somewhat sensational, but it is within

he lines of art.

Features of the Improvements are new clectrical and mechanical appliances for saving time in telephoning, telegraphing and ocean cabling.

In addition to the latest inventions instock tickers and telegraphy, 500 improved telephones have been installed under the golden roof.

One of the problems was how to protect

Members alone could have access to them. The difficulty was solved by erecting the new walls around them and in the increased floor space improved up to date steel vaults and boxes were put in to specially was considered a record price for a international institution, dealing in foreign to the number of a number of a

ing 12,000 tons and over.

Rotterdam is our gate to the Rhine and to the enormous country tributary to it. Our goods are here transshipped into the huge barger from 200 to 300 feet long, in which they are carried up the Rhine. The

About one-half of all the goods that come into Holland go through Rotterdam up the

Rhine to different parts of Germany, Switz-erland and France, the number of river ships and boats which carry them being

something like 110,000 annually.

There are canals connecting the Rhine with the Seine and the Eibe. The barges

are taken up the Main to the Danube, so that Rotterdam is actually the center point of a network of waterways, which em-braces almost all central Europe.

The increase of the Rhine trade has given

005 feet wide, and has another harbor

deep.
When the present improvements are com-

pleted Rotterdam will have twenty-five miles of quays. It has already over twenty miles and more than thirty-two acres of

I am surprised at the work the Euro-eaus are doing in making cabals. I have

The canal system will probably be ex-

Proceeding system will broadly be ex-tended eventually to the Northern Ocean, so that the whole country will be accessi-ble by water. The chief rivers of Russia are already connected by canals, and it is possible the so from St. Petersburg to the

consible to go from St. Petersburg to the Septan Set by boat. Germany has for years been spending an

Germany has for years been spending an enormous amount on deepening its rivers and building canals, and it has one of the best canal systems of Europe, Goods can be taken from Hamburg to Berlin and almost to the sources of the Elbe by boat. There are canals connecting the Elbe and the Oder, and the canal which has been built to inin the coal and iron regions about

built to join the coal and iron regions about

Dortmund to the North Sea will eventually extended to embrace the Rhine, the

The German's want to standardize their canal system if possible, so that barges canal system, if possible, so that barges earrying a thousand tens can be taken to any part of the country.

They use wile barges on the principle that it is easier to make a wide canal than

that it is easier to make a deep one. At present he canals of Eastern Germany seem to be avored over those of the west, the port of Stettin complaining that the Prussian Germannt will not give it the canal facility which it needs to compete

nearer and naturally more ac-Berlin than any of the ports of

EFFORTS TO STANDARDIZE

with Ham

CITY PROSPERITY DEPENDS

ON RHINE TRADE.

utibles, leaving them to be removed and new vanits substituted.

The Stock Exchange is the financial nerve

center of the country.

As a regulator of finance and business and a means of carrying on vast transactions in a few moments of time and establishing confidence in days of peril, it holds unique and vital relations with prosperity in America. holds unique and vital relations with prosperity in America. A panie here means a
tumble in the prices of agricultural products, with an advance in rates for money.
Great changes have taken place in Wall
street since it was a barrieade and the
northern boundary of the city.
A few men organized the Stock Exchange
at a meeting in a coffee-house before the
Revolutionary War, and to-day its transactions in a single day exceed the entire
wealth of the country and Government at
the beginning of the century.
It is an unincorporated association of 1,100
members, representing 435 firms, with 1,214

It is an unincorporated association of 1,100 members, representing 448 firms, with 1,314 pariners, not all of them brokers.

The object of the Stock Exchange is to supply a continuous and regulated market for the buying and selling of stocks and bonds. Although not incorporated, its own laws are of the severest and most binding character. A member committing fraud is expelled.

expelled.

The advance in the prices of memberships

the west, but so far the western ports are getting the trade.

As it is now, Hamburg handles about one-half of all the commerce of Germany, and goods can be shipped from there up the Elbe as far as Prague, in Bohemia.

which the members transferred their val-unbles, leaving them to be removed and new vanits substituted.

| Membership, To-day a sent is worth \$90,000, as well as American securities.

| The recent advance in real estate values | This was before the establis around the Stock Exchange surprises even clearing-house, which Mr. S sanguine dealers

sanguine dealers

Mr. Samuel Sloane, Sr., recalls the time
when he was offered for a few hundred dollars the place of properly, now owned by
the Stock Exchange, leading from Wall street to the visitors' gallery. street to the visitors' gallery.

But he was advised to tet it alone; that he would be throwing his money away on such an investment. To-day the land is worth hundreds of thousands of dollars.

In 1884, when the president of the Stock Exchange had falled in the panic and restricting the membership of this exchange

signed. Mr. J. Blward Simmons was called to the place. His wise administration carried the Institution through perileus days in safety, and when prosperty returned he urged the Governing Committee to buy the block be-tween the exchange and Wall and New

a new exchange, One plan was to buy the block now occu pied in part by the new Broad building, be-tween Exchange place. Beaver, Broad and William streets, and there were other loca-

tween Exchange place. Beaver, Broad and William streets, and there were other locations proposed.

Mr. Simmons said that the entire cost of the proposed extension to Wall street could be covered by the sale of extra memberships to the number of a hundred or more in played at a glance, upon large blackboards or by some electrical mechanism.

will take you to almost any part of North-ern Europe.

Among the canals projected are some

connecting the Eibe with the Danube, and also the Oder and the Vistula with that river, so that in the future it will be possi-

FRANK G. CARPENTER.

This was before the establishment of the clearing-house, which Mr. Simmons had lenn advocated.

to eleven hundred men is so monopolistic in its character, so undemocratic and un-popular in its influence on the public, from In its character, so undemocratic and un-popular in its influence on the public, from whom we draw the nourishment that sustains us, that sconer or later rival organiz-tions will compel us, as of old, to open our doors for another consolidation or retire from the field.

We should have every facility for doing business, with ample accommodations for the public.

Ocean cables should run

also go to Vienna by way of the Rhine, the Europe by Walth Main and the canals into the Danube, and thence on to the Black Sea, or you can Copyright. 1902, by F. G. Carpenter. HAIL! GOOD ST. VALENTINE

Fou can go by boat from Rotterdam to the Rhine and by canal to Parls, You can also go to Vienna by way of the Rhine, the Europe by water.

the west, but so far the western ports are , connect by canals with other rivers which

Gifts and Entertainments for the Observance of This Day.

WRITTEN FOR THE SUNDAY REPUBLIC. WRITTEN FOR THE SUNDAY REPUBLIC.

If any one believes that the celebration of
St. Valentine's Dax has gone into apogee
let him consider has postman, who, as in
Lamb's time, "staggers under a load of tender embarrassments not his own;" the manufacturers, the big stationers, the little East
Side shops, the confectioners, the jewelers,
the florists and the great company of children in every work of life above.

Hotterdam great prosperity. It had about 200,000 people in 1890.

It now has almost 250,000, and it is growing like a green bay tree. It is steadily in-reasing its shipping facilities, it has built a new harbor, which is over a mile long and in course of construction, which will be 2,000 feet long, 1,000 wide and twenty-six feet dren in every rank of life who are on the in the words of a representative of a vet-

eran firm of valentine publishers. "the val-entine business is booming. Christmas cards entine business is booming. Christmas cards are played out, but valentines—oh, no! The trade in them is gaining 29 per cent a year. Because you and I don't send valentines any more we mustn't think there's a falling off. In 'comics' alone we send out @account. In 'comics' alone we send out @account. sheds and warehouses for its ocean shipcity has put up eighty steel cranes which will lift from 1.50 to 65,000 pounds each, hydraulic coal lifts which will move 200 tons of cont per hour at a cost at 4 cents per ton. In every respect the dipping facilities are of the best. "Formerly there was no recognition of the saint in the South, but they're waking up there now, while trade in the Eastern States is larger proportionately than in the West. To be sure, the valentines go mainly to children now, but the number of children been pretty well over the Continent within the past few years. Nearly every country is improving its waterways. Russia is planning a canal from St. Petersburg and the Baltic to the Black Sea, which will be thirty feet deep and able to accommodate the largest of the ocean steamers.

is increasing every year.

"Sometimes I wish St. Valentine had never "Sometimes I wish St. Valentine had never been born," and he gazed pensively at the big show room, with its display of valentines, from l-cent "comics" to exquisite

POETS MESSAURE.

Hearts darts doves quivers of arrows, with dazzling and elaborate landscape and floral decorations, are accompanied by ap-Most of these wear the hall mark of the "demnition grind" of some perfunctory dog-gerel monger, while others bear the sweet messages of the old poet lovers.

Till a' the seas gang dry, my dear,
And the rocks melt will the sun,
I will love thee still, my dear,
While the sands o' life shall run,
—Burns.

I prithee send me back my heart
Since I cannot have thine;
For if from yours you will not part,
Why then shoulds't thou have mine?
Yet now I think on't, let it lie;
To find it were in vain;
For thou'st a thief in either eye
Would steal it back again.
—Sir John Suckling.

These and similarly appropriate bits of

poesy are often adopted by the up-to-date girl who prefers to make her own valea-tines at home.

For their suitable setting she uses a sheet of parchiment and with deft fingers paints thereon true lovers' knots, forget me nots. myrtle, or what she will. Other valenting

mytte, or what she will, Other valenthes in vogue are the mechanical ones.

By the pulling of a cord little doors fly open, fails flutter or wheels revolve, revealing love's secret or some phase of popular facts or follies. This season the automobile and plus-poing come in for a large share of attention

of attention.

The comic valentines, whose flaming atrocities are always the avant couriers of atrocities are always the output of one firm. For forty-four years one man was responsible for all the designs, and now his son has taken up the same work. The accompanying doggerd has been for the same length of time the work of one man, and he, it is said, is a bachelor.

CLASSES OF "COMICS." These hideous caricatures are divided into classes, "ordinary trade comics," "por-trait comics," "hit 'em hards" and "fault finders." This year the "new woman," "the coming woman" and the "don'ts" dominate the series and receive the "hit 'em hards," to quote the trade shibboleth.

part "greenery-yallery," with sinuous out-lines, suggestive of Gelett Burgess' 'goops."

Jewelers and dry goods merchants also

prepare for the advent of the saint. There are exquisite fans of lace or decorated gauze with quaint Watteau figures—fans of gauze with quaint Watteau figures—fans of feathers and fens of pearl, ranging in price There are gold and silver hearts, hearts turquoise and heartz with jewelled set gs, heart lockets and heart brooche with and without bowknots, garters with gld or silver clasps, rings with lovers' knots, and, newest of all, hoop rings with

stones selected and arranged to spell the wearer's name or an appropriate motto or Another souvenir of St. Valentine's Day Another souvenir of St. Valentine's Day which is gaining in favor is the box of assorted sweets. These bon-bon boxes are heart shaped, sometimes jeweled, of gold or silver, though latterly hand-painted satir ones, ride the top wave of popular for, the price being in proportion.

Frequently it happens that the modern is sent to make an expression.

of courtesy, or to show appreciation of social favors received.

For this purpose a pot of growing flowers, a daintily bound volume, a basket of glaced or tropical fruit or bon-bons in elaborate recaptacles of satin, porcelain or crystal, are all welcome tokens to most wom-

valentine is sent by men as an expression

en, who gracefully accept them in the same spirit in which they were sent. "While we have no love for St. Valen-"While we have no love for St. Valentine," says the genial superintendent of domestic mail in this city. "We try to treat all his missives with the courtesy they deserve. Some persons when they're dead stay dead, but St. Valentine isn't one of that kind. While the valentine mail does not, of course, equal the Christmas mail, it more than doubles up the ordinary work, especially in the department of misdirected or unstamped letters.

or unstamped letters. WHEN THE RUSH COMES.

"For two days beforehand, and a day afterward, we are rushed. Where we have ordinarily 200 letters a day in that department to look after, we get 400, and that means business. Some persons think it a great joke to send one of those comics and leave the coher fallow to way the reference. and leave the other fellow to pay the non

tage.
"This leads to complications not always agreeable. When the person to whom the valentine is directed is out of the city, according to postal regulations, we send a notice to forward the necessary stamp." Teas, luncheone, diamers, card parties and dances are in order on St. Valentine's Day. In table decorations pink prevails, while the viands, as far as possible, are usually made to carry out the same color

In the center of the table may be a heart of La France roses and over it suspended a bisque cupid with bow stretched and arrow aimed. Encircling the table may be smilax in a succession of hearts, each one outlining the space for a cover. Candles and lamps should be provided with pink shades, heart shaped bonbon dishes should ices in the form of cupids, quivers of arrows and doves, help to carry out the Illusion that this, indeed, is Cupid's heyday.

"Love apples" are apropos, and tomato bisque or tomato salad may be introduced with advantage into the valentine menu. For a Valentine party a post office is the proper concomitant for the entertainment.

At a successful entertainment the arriving guests were directed to St. Valentine's office. a pretty, trellised room at one side of the

Here the Cupids were ensconced, who delivered to each guest a valentine engrossed on parchment, appropriately scaled and tied with pink ribbon, each valentine properly directed and containing some personal ailusion to the recipient.

Sometimes the affair assumed more of the character of "love's lottery." each "Jack" finding in his mail a section of a paper heart whose complements is held by a "Jill" that he must hunt for.

This method of finding a valentine is in second with the feasible of the Lunercelle.

accord with the feasts of the Lupercalia; where chance directed the young man in drawing the name of the woman to whom he was to swear allegiance.
With the advent of Christianity the politic

man youth still fondly cleaved, decided to annex it; so they simply Christianized it, as they did the heathenish rites of Yuietide

they did the heathenish rites of Yuietide into Christmas.

In order to make it binding they turned the February feasts into a festival of the church and hit upon St. Valentine—a good young man, persecuted and martyred is the reign of Emperor Aurelian—as most li'zely to give the old-time festival the proper cachet of heliness.

Their well-meant ruse succeeded, and without any volution of his own the poor

without any volition of his own the poor young saint, who had had no possible lot in the affairs of Cupid and Hymen, was made to indorse the lovemaking of others with his name. From this time on the eve of St. Valentine's feast was kept with great houor.